THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIR. VELU): (a) There is vast railway network of rail lines in Rajasthan which provides connectivity of the State with various States of the country. Demands for new lines are received from time to time and necessary action is taken based on various considerations. At present, the surveys of following new lines are in progress which extend from the State to other neighbouring States:—

i) New line from Bari Sadri to Neemuch.

ii) New line from Jaisalmer to Kandla.

in) New line from Banswara to Ratlam via Dungarpur.

iv) New line from Ujjain to Jhalawar/Ramganjmandi.

(b) to (d) Introduction of trains on Indian railways including ex-Jodhpur is an ongoing process subject to traffic pattern, operational feasibility and availability of resources. However, there is no proposal, at present, to introduce trains on the suggested routes due to operational and resource constraints.

Expenditure incurred by Maharashtra Government

1928. SHRI SANJAY NIRUPAM:
SHRI EKANATH K. THAKUR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a huge amount of arrears of expenditure incurred by Government of Maharasthra on Railway Police, is due from the Railways to that Government;

(b) if so, the amount of such arrears as on 31st March, 2003 and 2004;

(c) whether any procedure has been laid down for streamlining the clearance of such dues; and

(d) if so, the details thereof and how far it is adopted for implementation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) No, Sir. The claims amounting to Rs. 24.92 crore only are outstanding for want of non-availability of Audit Certificate,

operation of unsanctioned posts by State Government, etc. The matter is under discussion between the State Government and Railways concerned.

(b) The outstanding amount payable to Government of Maharashtra as on 31-03-2003 and 31-3-2004 was Rs.25.21 crore and Rs.39.52 crore respectively. However out of Rs.39.52 crore outstanding on 31-03-04, payment of Rs. 14.60 crore has already been made and the outstanding amount as on date is Rs.24.92 crore only.

(c) and (d) Railways have standing instructions to pay all clearly admissible bills.

Decline in Ship breaking Industry

†1929. SHRI RAJ MOHINDER SINGH:

DR. MURU MANOHAR JOSHI:

Will the Minister or STEEL be pleased to state:

(a) whether it is a fact that the ships which become unfit for operation are broken as scrap in the country;

(b) whether it is also a fact that two years back India was on top position in the world in this business;

(c) whether it has now slipped to the third position;

(d) if not, Government's reaction thereto;

(e) the reasons for continuous decline of this industry;

(f) the names of the countries which are ahead of India in this industry?

THE MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) to (c) Yes, Sir.

(d) Does not arise in view of (a) to (c) above.

(e) The main reasons for decline of this industry in the country are the following:-

i) The prices of old ships for demolition in the world market have gone up whereas prices of steel scrap have not risen to the same extent in India;

†Original notice of the Question was received in Hindi.